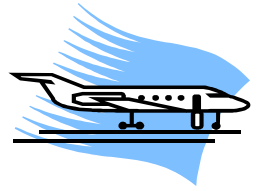




Flying Neighborly



The Lunken Airport Noise Compatibility Study Project Newsletter Fall 2002

To our Lunken Airport Area Neighbors,

Welcome to Flying Neighborly, the official newsletter of the Cincinnati Municipal-Lunken Airport Noise Compatibility Study. The newsletter is designed to provide you with information regarding the noise compatibility study, its goals, and the tasks that are underway and planned over the next several months. The articles will cover the full range of issues related to the Lunken Noise Study, including descriptions of its scope, background information on these types of studies (called Federal Aviation Regulations, or FAR, Part 150 Studies), its goals and objectives.

This first issue of the newsletter also includes Frequently Asked Questions (FAQs) about Lunken Airport, its noise abatement efforts, and the City of Cincinnati's current Lunken noise study. You will have an opportunity to learn more about the project, and voice your opinions, at a Public Information Workshop scheduled from 5:30 p.m. to 8:30 p.m. on November 25, 2002 at the Mt. Washington Elementary School Gymnasium located at 1730 Mears Avenue in Mt. Washington (see directions next to mailing label).

The City of Cincinnati's Department of Transportation and Engineering - Aviation Division is sponsoring the noise compatibility study, in association with the Federal Aviation Administration (FAA). We look forward to seeing you at the November 25, 2002 Workshop.

Sincerely,

Eileen Enabnit
Director of Transportation
and Engineering

In This Issue...

Message from the City	Page 1
FAQs about the Airport & This Study	Pages 1-2
FAQs about Aircraft Noise	Page 3
Public Information Workshop - November 25, 2002.....	Page 4



FREQUENTLY ASKED QUESTIONS ABOUT LUNKEN AIRPORT

Who operates Lunken Airport?

The City of Cincinnati owns Lunken Airport. As owner, the City is responsible for the operation and maintenance of the airport property, managing its airport business functions, and ensuring that the Airport meets all regulations and standards of the Federal Aviation Administration (FAA) and other federal, state and municipal requirements. The City of Cincinnati does not control air traffic either in the air or on the ground. The City also is not involved in the management of the Cincinnati/Northern Kentucky International Airport, which is operated by the Kenton County Airport Board.

What is the FAA's role at Lunken Airport?

The FAA has several roles at the Airport. This agency is responsible nationally for ensuring that there is a system of airports in place throughout the country that meet national aviation needs. It implements and enforces federal aviation regulations related to federal operations standards, and is responsible for working with airport owners to ensure that its requirements for safe, secure, and efficient operations are met. This is completed by several divisions of FAA, each responsible for a different area:

The FAA:

- Controls air traffic arriving at, and departing from the Airport, and gives instructions to pilots in the air and on the ground regarding flying altitudes.

- Contracts with a private company for air traffic control operations. At those times (11 p.m. to 7 a.m.) when the Lunken Air Traffic Control Tower is closed, the FAA air traffic controllers at Cincinnati/Northern Kentucky International Airport assume the responsibility for the flow of traffic.
- Inspects the property and physical facilities (runways, taxiways, etc.) to ensure that they are properly maintained and meet federal standards.
- Provides federal financial assistance to airport owners for a variety of maintenance and improvements at airports. These grants can run the gamut from "bricks and mortar" assistance (such as rehabilitating deteriorated pavement for a parking ramp) to studying the type and extent of aircraft noise impacts in communities near an airport.

How many runways are at Lunken, and how is the use of the runways determined?

Lunken has three runways, located on approximately 1,025 acres of Airport land. Runways are aligned in the direction of the prevailing winds at the site, and takeoffs and landings are assigned in directions consistent with the prevailing winds throughout the day. Two of the runways are slightly offset to due north and south, and the other runway has a northwest/southeast orientation.

Runways are named based upon their primary direction in relation to the headings on a compass. For example, the two parallel runways are 21R/3L and 21L/3R (compass heading is 210 degrees in one direction, 030 degrees when the same runway is being used in the reverse direction). L and R are designations of Left and Right, to assist pilots in distinguishing one of the parallel runways from the other. The other runway is called 25/7 (250 degrees/070 degrees on the compass).



FREQUENTLY ASKED QUESTIONS ABOUT FAR PART 150 STUDIES

What is an FAR Part 150 Noise Compatibility Study?

The Federal Aviation Regulations (FARs) are issued by the FAA to implement federal standards relating to airport operations and use. Noise Compatibility Studies are often called “Part 150” studies, as it is Part 150 of these regulations which includes the federal standards and guidelines for conducting noise studies at airports. Airport owners, such as the City, conduct these studies, and then submit them to the FAA for review and approval. These studies generally take 12 to 18 months to complete.

Part 150 guidance includes a description of standard methods by which an airport operator, such as the City, can analyze aircraft noise generated by operations at its airport, and designates the FAA as the single federal agency responsible for reviewing and evaluating these types of studies. The regulation further defines the type of noise abatement actions at an airport that are acceptable or unacceptable, according to these guidelines.

Who is responsible for taking action to reduce aircraft noise experienced by airport neighbors?

In short, nearly every agency and business at the Airport is responsible in some manner. The FAA’s Part 150 guidance recognizes that all parties involved with aircraft noise must be involved in efforts to reduce its impacts on airport neighbors. There is no single person or agency that has total control and responsibility for noise reduction efforts—it is always a collaborative effort, among the following:

- The Airport Owner is responsible for the day-to-day operation of the airport and interaction with all other agencies and airport users, or affected parties (the FAA, Airport Tenants, and the public). Also, airport owners are responsible for planning (and in some cases implementing) noise reduction strategies. These actions can include operational procedures for aircraft on the ground, and strategies which do not intrude into the responsibilities of the other parties.
- The FAA is responsible for the management of the airspace above and around an airport, and the routing of all traffic. Under Federal law, the FAA is also responsible for reducing noise emissions at the source (types of engines in use by aircraft); and for implementing noise abatement flight procedures (when they are recommended by the airport owner) which are deemed safe and meet all legal standards.
- Pilots are responsible for the safe operation of the aircraft in the air and on the ground. Pilots are responsible for using noise abatement flight procedures, as long as they can be done safely.
- For airports like Lunken, airport businesses (such as aircraft leasing companies, executive flying services, flight training schools, etc.) are usually described as the Airport Users. The airport users are responsible for obtaining aircraft which meet all federal noise emission standards. At Lunken, a large percentage of the flight operations are generated by private firms that operate and lease aircraft on a charter basis, or are owned by firms with aircraft that are based at the airport. For large airports serving scheduled airline service, the responsible parties are the airlines.
- City and regional planning agencies are responsible for zoning and land use planning decisions in neighborhoods near airports which recognize and reflect that flights from a nearby airport impact the use of land in these areas.

How is aircraft noise measured or analyzed in Part 150 Studies?



In compliance with its mandate in the Aviation Safety and Noise Abatement Act of 1979, the FAA has adopted the Day–Night Sound Level (or DNL) as the single acceptable method of measuring aircraft noise at an airport. DNL is a computer simulation of average, cumulative noise at an airport during a given year.

The final work products of this type of study are:

- 1) Noise Exposure Maps (NEMs),
- 2) Noise Compatibility Programs (NCPs). This is the final report resulting from the study, and must reflect extensive and quality public involvement. The FAA evaluates the NEMs and the NCP in two major categories:
 - Is the work in the studies technically correct and consistent with FAA guidelines and requirements?
 - Have the communities located near the airport had a meaningful opportunity to be involved throughout the study?

If the FAA can answer YES to both questions, then a study will likely be accepted as a blueprint for the Airport and its neighboring communities to follow in taking actions to reduce noise impacts.



Is this noise study addressing the potential for adding or improving runways, or beginning airline service at Lunken?

No. The Part 150 Noise Study looks at the operation of the airport today, and the aircraft noise impacts that occur today, as well as projecting five years into the future. An Airport Master Plan typically projects aviation activity at an airport over a 20-year timetable, and examines alternative methods of meeting future demand. The City is currently in the process of updating the Airport’s Master Plan. As part of this update, an Aviation Consultant will be required to evaluate the Airport’s existing and future capacity requirements, based on a variety of business strategies. The potential for adding or improving runways, or permitting scheduled airline service will be addressed at that time.





FREQUENTLY ASKED QUESTIONS ABOUT AIRCRAFT NOISE

What is the “Fly Neighborly” Program?

The City has undertaken several actions to reduce aircraft noise impacts for Lunken’s neighbors and to be both proactive, and responsive, in addressing noise issues. The City’s efforts, including the Fly Neighborly Program, consist of a variety of strategies for noise reduction, including:

- Working with the community to identify noise sensitive areas.
- Coordinating efforts with air traffic controllers and pilots and advising them to avoid flying over noise sensitive areas.
- Implementing agreements with restrictions on the times and locations of engine maintenance run-ups.
- Avoiding training flights weeknights between 9:00 p.m. and 10:00 a.m. and on weekends.
- Dedicating a staff member to the investigation of, and responses to, noise complaints.
- Obtaining federal financial assistance to undertake this FAR Part 150 Study.

The current Fly Neighborly Program procedures will be featured in an information station at the Public Workshop on November 25th. (See Insert below for an example).

What are run-ups? What are maintenance run-ups? Why are they occurring at the Airport?

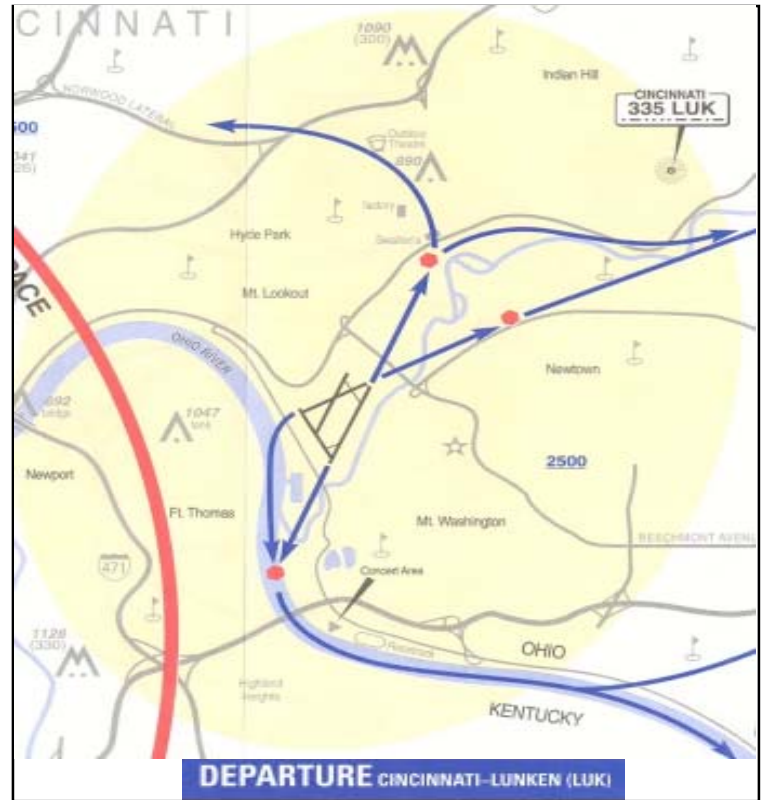
A “run-up” is a necessary element of the proper maintenance of an aircraft engine. There are two types of run-ups. A “maintenance” run-up is generally completed by a business that services aircraft and aircraft engines, as part of an overall maintenance program; a “pre-flight” run-up is completed by a pilot prior to takeoff.

During a maintenance run-up, the engine is brought up to (and maintained) at a certain power setting. These settings can range from idling levels to take-off levels, depending upon the type of maintenance being performed. The procedure can last from a few moments to several minutes. To ensure the reliability of the test results, the procedure may be repeated several times. Because the aircraft are often in service during the day, maintenance run-ups are often done in the evening.

Pre-flight run-ups are typically performed for aircraft with propellers (not jet aircraft), just prior to the pilot beginning the take-off roll down the runway. This run-up usually requires that the pilot power up the aircraft to a near take-off level; this enables the pilot to verify that the aircraft systems are functioning properly. Pre-flight run-ups generally last around a minute (plus or minus a few seconds).

In May 2002, the City entered into a noise reduction agreement with all airport tenants. This agreement limits the times and locations that engine run-ups can occur. It states that all maintenance run-ups shall be conducted only between the hours of 7:00 a.m. and 9:00 p.m. on weekdays, or between the hours of 10:00 a.m. and 6:00 p.m. on weekends. The Aviation Division can waive the time restriction on a case-by-case basis, but only during emergency situations. Locations for run-ups are presently restricted to three locations, and activities are monitored by the airport staff.

Fly Neighborly Departure Routes for Runways 3R/21L and 7/25



How is the public involved in this study?

There are many opportunities to obtain information on the study, and express opinions. Public workshops will be conducted at three major milestones of the study. Notice of the dates, times and locations will be provided in future editions of this newsletter.

Additionally, a Planning Advisory Committee (PAC) has been formed for this study. The PAC members are representatives of the communities and neighborhoods adjacent to Lunken, the FAA, Airport management and airport users. Since the Lunken Airport Oversight Advisory Board (LAOAB) communicates directly with the citizens in the surrounding communities, the City received direct input from the LAOAB when selecting the PAC participants.



Cincinnati-Municipal Lunken Airport
262 Wilmer Avenue
Cincinnati, Ohio 45226

Postage

Mailing Label

November 25, 2002
Public Information Workshop at
Mt. Washington Elementary School
1730 Mears Avenue
5:30 p.m. - 8:30 p.m.

Directions from Lunken Municipal Airport (262 Wilmer Avenue Cincinnati):
Drive south on Wilmer Ave. to US 52, turn left onto US 52, turn right onto
Salem Pike, turn left onto Sutton Rd., turn right onto Cambridge Ave., then
turn left onto Mears Ave.

What can I expect at the First Public Information Workshop?

The workshop is conducted in a large room, in which several information workstations are located, each covering a different topic or aspect of aircraft noise, its measurement, the noise study underway and related issues.

- It is conducted in an informal, "Open House" format. You can drop in at any time during the hours the workshop is open, and stay as long as you like, between the hours of 5:30 p.m. and 8:30 p.m.
- There are no formal presentations or speeches, but every workstation will cover a major topic of the study, the work done on it to date, and the next steps in the study. In this way, discussion can take place one-on-one, or on a small group basis, if a particular information station of interest to you is busy when you arrive, either additional staffing will be added or you can briefly visit another station and return in a few minutes, when it is not as busy.
- The aviation/airport noise experts conducting the study will be there to share information on what they are doing, how they are doing the work and the reasons. You will have an opportunity to ask questions or get information.
- The topics covered in this newsletter will also be featured at the workshop.
- Each information station will involve a single topic, and be staffed by a member of the city's Noise Study Consultant Team.
- There will be a COMMENTS workstation, where you can stop and write down comments and questions for follow-up by the study team, or write down your opinions of topics that should be covered in this study, or particular aircraft problems experienced in your neighborhood or community.



If you have a question about Lunken's aircraft noise reduction efforts, or wish to register a complaint, please call 352-4070. The e-mail address for questions on the noise study is noise.study@rcc.org or visit the study's web site at www.rcc.org/transeng/lunken.html

Thank you.